



IN REPLY REFER  
TO:

FWS/RIFO

## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Rock Island Field Office

4469 48<sup>th</sup> Avenue Court

Rock Island, Illinois 61201

Phone: (309) 793-5800 Fax: (309) 793-5804



October 5, 2004

Mr. Dan Dupies  
CH2M HILL  
135 South 84<sup>th</sup> Street, Suite 325  
Milwaukee, Wisconsin 53214

Dear Mr. Dupies:

This responds to your September 27, 2004, request for technical assistance regarding the Illinois 29 Project Corridor in Peoria, Marshall, Putnam, and Bureau Counties, Illinois. We have the following comments.

With respect to any species, listed or proposed to be listed, which may be present in the area of a proposed action, we are furnishing you the following list of species which may be present in the concerned area:

<u>Classification</u>	<u>Common Name</u>	<u>(Scientific Name)</u>	<u>Habitat</u>
Threatened	Bald eagle	<i>Haliaeetus leucocephalus</i>	Breeding, wintering
Endangered	Indiana bat	<i>Myotis sodalis</i>	Caves, mines; small stream corridors with well developed riparian woods; upland forests
Threatened	Decurrent false aster	<i>Boltonia decurrens</i>	Disturbed alluvial soils

The threatened bald eagle (*Haliaeetus leucocephalus*) is listed as breeding in Marshall County, Illinois and wintering along large rivers, lakes, and reservoirs in Peoria, Bureau, Putnam, and Marshall Counties, Illinois. During the winter, this species feeds on fish in the open water areas created by dam tailwaters, the warm water effluents of power plants and municipal and industrial

discharges, or in power plant cooling ponds. The more severe the winter, the greater the ice coverage and the more concentrated the eagles become. They roost at night in groups in large trees adjacent to the river in areas that are protected from the harsh winter elements. They perch in large shoreline trees to rest or feed on fish. There is no critical habitat designated for this species. The eagle may not be harassed, harmed, or disturbed when present nor may nest trees be cleared.

The endangered Indiana bat (*Myotis sodalis*) may potentially occur in Peoria County. **Potential habitat for this species occurs statewide, therefore, this species is considered to potentially occur in any area with forested habitat.**

Indiana bats migrate seasonally between winter hibernacula and summer roosting habitats. Winter hibernacula include caves and abandoned mines. Females form nursery colonies under the loose bark of trees (dead or alive) and/or cavities, where each female gives birth to a single young in June or early July. A single colony may utilize a number of roost trees during the summer, typically a primary roost tree and several alternates. The species or size of tree does not appear to influence whether Indiana bats utilize a tree for roosting provided the appropriate bark structure is present.

During the summer, the Indiana bat frequents the corridors of small streams with riparian woods as well as mature upland forests. It forages for insects along stream corridors, within the canopy of floodplain and upland forests, over clearings with early successional vegetation (old fields), along the borders of croplands, along wooded fencerows, over farm ponds, and in pastures.

**Suitable summer habitat in Illinois is considered to have the following characteristics within a ½ mile radius of a project site:**

- 1) forest cover of 15% or greater;
- 2) permanent water;
- 3) one or more of the following tree species: shagbark and shellbark hickory that may be dead or alive, and dead bitternut hickory, American elm, slippery elm, eastern cottonwood, silver maple, white oak, red oak, post oak, and shingle oak with slabs or plates of loose bark;
- 4) potential roost trees with 10% or more peeling or loose bark

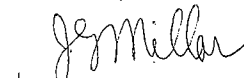
If the project site contains any habitat that fits the above description, it may be necessary to conduct a survey to determine whether the bat is present. In addition, a search for this species should be made prior to any cave-impacting activities. If habitat is present or Indiana bats are known to be present, they must not be harmed, harassed, or disturbed when present, and this field office should be contacted for further assistance.

The decurrent false aster (*Boltonia decurrens*) is listed as threatened and known to occur in Bureau, Peoria, Putnam and Marshall Counties, Illinois (Illinois River floodplain). It is also considered to potentially occur in any county bordering the Illinois River and the counties bordering the Mississippi River between the mouths of the Missouri River and the Ohio River. It occupies disturbed alluvial soils in the floodplains of these rivers. There is no critical habitat listed for this species in Illinois.

There may be wetlands within and adjacent to the project area. The Corps of Engineers is the Federal agency responsible for wetland determinations, and we recommend that you contact them for assistance in delineating the wetland types and acreage within the project boundary. Priority consideration should be given to avoid impacts to these wetland areas. Any future activities in the study area that would alter these wetlands may require a Section 404 permit. Unavoidable impacts will require a mitigation plan to compensate for any losses of wetland functions and values. The U.S. Army Corps of Engineers, Clock Tower Building, P.O. Box 2004, Rock Island, Illinois, 61201, should be contacted for information about the permit process.

These comments provide technical assistance only and do not constitute the report of the Secretary of the Interior on the project within the meaning of Section 2(b) of the Fish and Wildlife Coordination Act, do not fulfill the requirements under Section 7 of the Endangered Species Act, nor do they represent the review comments of the U.S. Department of the Interior on any forthcoming environmental statement. If you have questions, please contact Heidi Woeber of my staff.

Sincerely,

  
for Richard C. Nelson  
Field Supervisor

cc: ILDNR (Schanzle)

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## IL 29 Meeting

### Section 4(f) Applicability Review

### November 9, 2004

PREPARED FOR: John Anderson, IDOT - District 4  
 Paula Green, IDOT - District 4  
 Greg Larson, IDOT - District 4  
 Mike Lewis, IDOT - District 4

Charles Perino, IDOT -BDE  
 Barbara Stevens, IDOT -BDE  
 J.D. Stevenson, FHWA  
 Paul Tufts, FHWA  
 Jan Piland, FHWA  
 Justin Luther, FHWA

PREPARED BY: Jill Kramer, CH2M HILL

COPIES: Kim Kolody, CH2M HILL  
 Jim Jodie, CH2M HILL  
 Dan Dupies, CH2M HILL

DATE: November 9, 2004

On November 9, 2004, a meeting was held with staff from the Federal Highway Administration (FHWA), IDOT District 4, and consultant staff to discuss the potential applicability of Section 4(f) to resources in the IL 29 project area. The meeting, held in a conference room at District 4, began at 10 a.m. See the attached attendance sheet and agenda.

#### Introduction and Project Overview

Paula Green/IDOT began the meeting by welcoming participants to the meeting and providing an overview of the meeting's agenda and purpose. Jim Jodie/CH2M HILL provided an overview of the project, the alternatives development and refinement process, and the reasonable alternatives that are being carried forward.

#### SECTION 4(f) APPLICABILITY

##### 1. Parks, Recreation, and Wildlife Refuges

Dan Dupies/CH2M HILL explained that he and Kim Kolody/CH2M HILL would discuss parks, recreational and wildlife areas in the project area proceeding from south to north. A memorandum was e-mailed to participants prior to the meeting to provide them with background information on the resources in the project area. Dan encouraged IDOT staff to add information as he introduced each park and wildlife area and encouraged everyone to ask questions as each property was discussed.

#### a. Peoria Park District Properties

Following the second public information meeting, IDOT received a letter from the Peoria Park District (PPD) stating that the proposed improvements in the project's south section would have detrimental effects on three properties they administer: Camp Wokanda, Singing Woods Nature Preserve, and Audubon Wildlife Area.

##### Camp Wokanda

Dan provided an overview of the property, facilities at the site, planned improvements and objectives PPD is trying to achieve at the camp. Groups that visit the camp learn about habitats at Singing Woods. This relationship would remain unaltered in the proposed plan. See attached memo. The PPD is concerned about the following project effects at Camp Wokanda:

- Access to their site during construction,
- Sound impacts, and
- The IL 29 extension would impact the park district's ability to conduct prescribed burns due to smoke from the burns obscuring the vision of highway users.

##### Access

Dan explained, using an aerial exhibit, that currently traffic from any direction bound for the Camp must use Old Galena Road as a connection to Boy Scout Road. As construction approaches the Old Galena Road/Boy Scout Road intersection, the proposed service road west of IL 29 would be constructed to intersect Boy Scout Road. Access to Boy Scout Road would then be possible from either Cedar Hills Drive or Mossville Road via the service road. At no time during the proposed extension of IL 29 would Boy Scout Road (or the Camp) be cut off from the local road network.

##### Noise

To assess the PPD concerns about sound impacts, a field measurement was taken at the camp near the activities field to understand existing conditions. The existing noise level at that location was 40 dBA. To understand the potential impacts, future noise levels at the camp were modeled using 2032 forecasted traffic volumes on IL 29. The modeling showed that noise levels in 2032 were anticipated to be 43 dBA on the east side of the camp near the activities field. The predicted noise level is below the acceptable threshold of 67 dBA and does not represent an increase of 14 dBA over existing levels. The human ear would barely perceive the 3 dBA increase.

##### Prescribed Burns

There are two areas within Camp Wokanda that PPD staff has been burning for the past eight years with the intent of restoring/maintaining oak savanna habitat. Prescribed burns are conducted on the two units (each 60 to 75 acres) in spring and fall to burn the accumulated "litter" from the past year. These tend to be low level, slow, creeping burns. The PPD is currently constrained on when it can burn by residential development to the west. PPD is concerned that smoke from the burns will impede safety on the highway, and IDOT will preclude them from doing these burns.

The entrance to Camp Wokanda is slightly over 2,000 feet from the IL 29 extension. The burn units at Camp Wokanda would be about 3,000 feet from IL 29. Dan indicated that the PPD is also concerned about similar constraints for its prescribed burns at Singing Woods Nature Preserve, which are needed to restore habitat. PPD indicated that approximately 700 acres would be included in its fire regime. The closest prescribed burn at Singing Woods Nature Preserve to the proposed highway would be about 3,500 feet.

Although there are no absolutes, Dan indicated that with the distances separating the PPD properties and the IL 29 extension, it is not reasonable to accept the claim that the potential for smoke from PPD prescribed burns will cause a safety issue for IL 29 users thereby ending the practice of prescribed burns. Dan indicated that it is prudent for the PPD to be concerned about the issue and to coordinate with IDOT on this issue in the future, but the likelihood of the prescribed burning being stopped by IDOT is not compelling enough now to assume that the use of the PPD facilities will be adversely affected by extending IL 29.

##### FHWA comments:

FHWA representatives concurred with the project team's recommendation that Section 4(f) would not be applicable at Camp Wokanda because the proximity of proposed project would not substantial impair the Section 4(f) property (i.e. no constructive use.)

##### Singing Woods Nature Preserve

Dan provided an overview of the property and objectives PPD is trying to achieve at the preserve. The PPD is concerned about the following project effects at Singing Woods:

- Sound impacts, and
- Development of a large highway to the east of their property would impact the park district's ability to conduct prescribed burns due to smoke travel.

##### Noise

To assess the potential effect of noise at Singing Woods noise measurements were taken at the edge of Singing Woods Road adjacent to the preserve. At its closest point, the nature preserve will be approximately 3,500 feet from the proposed alignment. Existing noise levels were found to be 53 dBA at the south edge of the property.

Similar to Camp Wokanda, future noise levels were modeled using 2032 traffic volumes on IL 29. The modeling showed that 2032 noise levels are anticipated to remain constant at 53 dBA. The future noise levels are below the acceptable threshold of 67 dBA and would not be anticipated to increase should the proposed roadway be constructed.

##### Prescribed Burns

See previous Camp Wokanda discussion.

##### FHWA comments:

FHWA concurred with the project team's recommendation that Section 4(f) would not be applicable because the proximity of proposed project would not substantial impair the Section 4(f) property (i.e. no constructive use.)

### Audubon Wildlife Area

Using an aerial exhibit, Dan illustrated the Audubon Wildlife Area (approximately 98-acre parcel) located north of Caterpillar and west of Old Galena Road. This parcel consists of a 78-acre agricultural field and a 20-acre wetland complex located at the west edge of the parcel. The wetland at the west edge of the property is part of a 40-acre wetland complex that extends east on Caterpillar's property. The PPD does not have a master plan for the site, nor does it have a clear vision for the facility in the future. The wetland complex at the property is currently being evaluated by the Peoria Audubon Society for its potential to provide shorebird habitat. However there is no binding agreement between the Audubon Society and the PPD if it were determined that the wetland complex could support this type of habitat.

The PPD is concerned that a large highway development close to the proposed preserve will severely impact the use of any developed refuge by shorebirds. Dan explained that the project team undertook a limited literature review to determine if the project would affect shorebird habitat. One of the recommendations from the literature search (predominantly of shorebird habitat on the east coast) was to establish a 50-meter (approx. 160+ feet) buffer above the high tide line to separate shorebird habitat from beach users (walkers and vehicles. IL 29 would be 1900 feet from the west end of the Audubon Wildlife Area, the area that contains the critical potential shorebird habitat. A shorebird viewing area is being considered by PPD that would be closer to the habitat than the road. In addition, impacts from headlights from passing cars on the property would be minimal (i.e., diminished at that distance.) Therefore, the project team indicated that there was no proximity effect from the project.

Charles Perino/IDOT-D4 indicated that the proposed improvements need to be assessed from a biological standpoint, and that this parcel was not a Section 4(f) consideration. Charles indicated that this project is in a shorebird "flyway." He indicated that for the biological assessment we need to look at an U.S. Fish and Wildlife Agency publication on shorebird habitat conservation.

#### **FHWA comments:**

FHWA indicated that this site would not be considered under the regulations of Section 4(f).

### **b. Illinois Department of Natural Resources Properties**

#### **Spring Branch Unit Marshall State Fish and Wildlife Area**

Kim Kolody began the discussion of Illinois Department of Natural Resources (IDNR) properties at the Spring Branch Unit of the Marshall State Fish and Wildlife Area. Kim indicated that approximately 0.2 acres of temporary easement is necessary at the site to "tie in" or provide access to the site.

#### **FHWA comment:**

This is not considered a Section 4(f) impact.

#### **County Line Hill Prairie**

Kim indicated that the original design adjacent to the County Line Hill Prairie called for the improvements to "cut into" the bluff. However, there are concerns about the slope stability and soil in this area, and thus the current design calls for a split profile in this segment. With the current split-profile design the project would need approximately 0.02 acres of

temporary easement. This property is privately owned so it is not considered under the Section 4(f) regulations.

#### **Hopewell Hill Prairie Natural Area**

The original design called for a section of the retaining wall with tie-backs into the bluff. With the current design there would be a split profile and the tie-backs would not be necessary. Approximately 0.15 acres of proposed right-of-way would be needed for roadway purposes. This property is privately owned so it is not considered under the Section 4(f) regulations.

#### **Spring Branch Unit Marshall State Fish and Wildlife Area**

IDNR owns a 0.3-acre rectangular parcel between IL 29 and old Route 29, just south of the Land and Water Reserve. This property is not contiguous with other portions of the Spring Branch Unit. The project team has been considering possible options to avoid impacts to the property.

Paul Tuft asked, "What is the Marshall State Fish and Wildlife Area?"

Charles Perino responded that hunting and fishing occur at this site.

Paul indicated that for a site to be considered a wildlife refuge it must be set up for the protection of a specific animal. He indicated that not all publicly owned land is a recreation area nor is it a wildlife refuge as defined by Section 4(f) regulations. FHWA does not consider hunting, bird watching, fishing or trails that are occasionally used as "recreation" under the Section 4(f) regulations, as these are occasional use activities.

Charles indicated that the Marshall State Fish and Wildlife Area is managed for encouraging animal habitat.

Paul indicated that the project team needs to know if there are specific areas at the Marshall State Fish and Wildlife Area that are managed for the protection of a specific animal, or specific recreation areas, or planned recreation areas.

Charles will get a copy of the Marshall State Fish and Wildlife Areas management plan. If IDNR can demonstrate that portions or the entire site are being managed to protect a specific animal, that would help FHWA make a decision.

A question was asked about whom makes the final determination of the applicability of Section 4(f) regulations. FHWA will make the final determination if a parcel is considered under the Section 4(f) regulations (i.e., significant, public use, constructive use, etc.)

Jan Piland mentioned that the FHWA publication *Section 4(f) Questions and Answers* is currently being revised. Questions #6 and #18 are relevant to the questions surrounding this IDNR parcel.

#### **FHWA comment:**

Per the FHWA policy, Paul indicated that this parcel is not considered under the Section 4(f) regulations.

### Land and Water Reserve

The purpose of this site is to protect hill prairies (i.e., plant reserve.) It is not a wildlife or waterfowl refuge, but a plant reserve.

#### ***FHWA comment:***

This parcel is not considered under the Section 4(f) regulations (see summary of Section 4(f) policy above.) Paul will check with Washington to see if there are any potential changes to the policy on the horizon.

### Sparland Unit of the Marshall State Fish and Wildlife Area

Kim indicated that there are two remaining alternatives to bypass the community of Sparland (Alternative 3 and Alternative 3A). These alternatives differ based on potential impacts to properties that have been purchased through a Federal Emergency Management Agency (FEMA) buyout program (potential "no touch" properties). Kim indicated that to this point the project team had anticipated that the impacts, from both options, to the Sparland Unit would be considered under the Section 4(f) regulations. The IDNR prefers Alternative 3 because it has a smaller impact to their property.

#### ***FHWA comment:***

This parcel is not considered under the Section 4(f) regulations.

Paul also noted that his experience with other projects where "buyout" property was being considered for use by a project, FEMA has not been agreeable to using the property; even when it would present an improved condition from the existing condition for the property.

### Miller Anderson Woods Nature Preserve

Dan led the discussion of the Miller Anderson Woods Nature Preserve at the north end of the project area. The boundary of this preserve includes a small portion of existing DOT right-of-way. The proposed improvements have been shifted to the east away from the Section 4(f) property to avoid any direct impacts. Dan explained that in an effort to be proactive concerning potential constructive use impacts to the property the project team assessed the effect of:

- Noise
- Visual Resources
- Water Quality
- Salt Spray
- Alien Flora

#### **Noise**

To understand the project's potential noise impacts on Miller-Anderson Woods Nature Preserve, the existing traffic on IL 29 adjacent to the site was used to develop existing noise levels at two locations, one toward the south end of the property and the other north of that location near Old IL 29. Dan indicated that no noise modeling was conducted for the portion of the property on the bluff. The existing noise level at the south end of the property is 48 dBA and the reading near Old IL 29 is 46dBA. The noise threshold for a setting like Miller-Anderson Nature Preserve is 67 dBA (exterior).

Future noise levels at the Preserve were modeled using the Federal Highway Administration's Traffic Noise Model (TNM). Noise levels for two future scenarios were modeled, the 2032 No Build Alternative and the 2032 Build Alternative. The modeling showed that noise levels in 2032 were anticipated to be 50 dBA (south end) and 47 dBA (near Old IL 29) with the No Build Alternative. With the Build Alternative the future volumes would be 52 dBA (south end) and 52 dBA (near Old IL 29).

Dan noted that there are no permanent human receptors in Miller-Anderson. All existing and future noise levels are below the acceptable threshold of 67dBA. Given these results, future noise levels would not be considered an impact at Miller-Anderson.

Paul commented that a 3 dBA increase is barely perceptible to the human ear.

#### **Visual Resources**

Dan explained that visual resources were considered from two perspectives: from the highway users viewshed; and from a user of Miller-Anderson to the proposed improvements. No change in profile is planned along Miller-Anderson except at the IL 29/Kentville Road intersection at the north end of the project. He indicated that there would be no change to the west. However, a swath of trees roughly 70 feet wide and 5700 feet long to the east would be cut down. Removing the trees in this area would increase the visibility of the railroad tracks from some locations in Miller-Anderson Woods. Considering the views of Miller-Anderson from the road, IDOT has committed to not remove any vegetation west of the existing highway's shoulder and generally maintain the same profile as the existing highway. IDOT has also committed to maintaining the plugged culvert so as not to drain the "beaver pond." Therefore, the view of Miller-Anderson from the road (northbound or southbound) will look the same as it does today except at the far north end of the property where the IL 29/Kentville Road intersection will be raised.

Next Dan explained the view from Miller-Anderson of the road. The proposed improvements would expand east and increase the paved portion of the highway by approximately 66 feet. The additional pavement would be constructed at the same profile as the existing highway and may not be visible from some portions of Miller-Anderson such as the beaver pond and adjoining areas that are lower than IL 29. The proposed improvements would also not be visible from the portion of Miller-Anderson on top of the bluff. The loss of trees currently growing in the IL 29 east right of way will increase the visibility of the railroad east of the highway. However, he explained that it would be difficult to imagine how the loss of a 70-foot-wide swath of trees 5700 feet long in DOT's right of way could so alter the view of the road from Miller-Anderson that it would raise to the level of a significant visual impact.

Paul indicated that this is still a transportation corridor; that the line of trees shouldn't affect the whole Nature Preserve.

#### **Water Quality**

Dan stated that the forecast 2032 traffic volume on IL 29 is 6,800 ADT. He indicated that FHWA research on the effects of runoff from highways with less than 30,000 ADT show that the project would not result in notable water quality impacts, such as impacts on human and aquatic health or present a threat to surface or groundwater. Based on water quality

research, the proposed IL 29 improvements would have no additional impacts on water quality or to the two ponds and wetlands.

#### Salt Spray

Salt is applied by IDOT to IL 29 during winter snow-events. After salt is applied to the road, it then leaves the road surface by itself (by gravity), while some salt leaves the road as aerosol spray as traffic travels the road. Dan briefly summarized the results of published salt spray research, which indicates that most of salt applied to low volume roads is contained within the general road right of way area. Dan stated that based on this research it seems reasonable to conclude that impacts from salt spray would have, at best, a minor impact on the Miller-Anderson Woods property, similar to existing IL 29 salt influences.

#### Alien Flora

Dan indicated that the east side of IL 29 has a greater likelihood of alien flora introduction with the improvements being made to the east, however he indicated that it would be very unlikely that these species would be dominant enough to affect the established areas on the west side of IL 29. The opportunity for alien flora introduction occurs during construction and as a result of salt spray, which softens up the adjacent area. However, he indicated that there is "limited-to-no potential" for exotics to establish themselves within the area that will ultimately be paved as part of the improvements. The existing base course that will be exposed when the existing lanes are removed and new base course that will be put in place will be exposed for such a short period of time that it is unlikely exotics would be able to establish themselves and go to seed quickly enough to move from that area to Miller-Anderson.

He indicated that the new highway's proposed east ditch provides the best potential habitat to support exotics that could migrate to the west. However, IDOT's erosion control measures would militate against the east ditch being overtaken by exotics. The seed mix IDOT would recommend for the east ditch and the cover that would be used to protect the seed mix (straw, erosion matting, and even the nurse crop) will limit the potential for exotics to take root. The more important factor working to limit the influence of exotics in Miller-Anderson is that IDOT has committed to not disturb any vegetation in Miller-Anderson.

Exotics are much more likely to gain a foothold in Miller-Anderson if soil is exposed there. By avoiding soil disturbing impacts in Miller-Anderson, IDOT has severely minimized the potential for exotics to be an impact issue there.

#### ***FHWA comment:***

FHWA indicated that this site would not be considered under the Section 4(f) regulations.

#### **c. Other**

##### **Putnam Pavilion**

Dan explained that on this publicly owned parcel is a 4-post shelter with 1 picnic table. This is the site of the former township hall, and the pavilion was erected in remembrance of its location here. The pavilion is maintained and insured by the township. There are no markers or signs indicating this at the site. The proposed improvements would require approximately 1800 square feet of right-of-way from the parcel. Kim indicated that the project could put in a barrier to separate it from the parcel or it could impact the 1800 feet

and provide grading, landscaping or other mitigation. Putnam does not have a park's department, nor does the community have a master plan for its parks.

#### ***FHWA Comment:***

Paul suggested that the project team inquire with the township if this parcel is a "significant" part of their park system. The response of "significant" or "not significant" should be noted in writing to IDOT. If the site is not considered a significant part of its park system, then it would not be considered under Section 4(f) regulations, and the project team would have more flexibility in working with the township to identify appropriate and agreeable mitigation measures. If it is significant, inquire about the location of the recreational part of the property. Jan also suggested that the project team could ask the township if they think the new highway would deter people from using the facility.

It was also acknowledged that this parcel has a joint use, being adjacent to the Fire Department.

#### **Township Baseball Field (Putnam)**

Dan indicated that the current township hall is located in a former grade school. Adjacent to the building is the former grade school's baseball field. Dan asked FHWA if they would advise asking the township to comment on the baseball field as well.

#### ***FHWA Comment:***

Paul indicated that the project team needs to look at the recreational component of this multi-use property and define the boundary of the ball field. Perhaps the proposed improvements do not hit the ball field. The project team should inquire if there are organized or unorganized activities occurring at the site and how important the site is to the township.

## **2. Historic Properties**

### **Barville Creek Bridge**

Kim introduced the Barville Creek Bridge, which is located south of the Land and Water Reserve and Sparland. She explained that when existing IL 29 was constructed the bridge structure was left in place but that it is no longer available for use. Barricades have been placed in front of the bridge to prevent people from using the bridge, however the barricades have been moved in the past. The bridge is on the Illinois Historic Bridge List.

The project team is considering a potential shift to the east to avoid an impact to the historic bridge, however this option would require removal of one of the Marshall State Fish and Wildlife Area's access points.

#### ***FHWA comments:***

Paul asked what IDOT wants to do with the bridge? He also inquired if the project team has coordinated with the SHPO on this issue? There may be some value in going through the Section 4(f)/Section 106 process given that the avoidance alternative could possibly remove an access point to the Marshall State Fish and Wildlife Area. Further, by going through the Section 4(f)/Section 106 process the structure would be documented for future reference, in

contrast with the present situation where the structure is not maintained and becoming dilapidated.

#### **Whiffle Tree House (Sparland)**

Paula indicated that this structure and its property may potentially be eligible for inclusion on the National Register of Historic Places (NRHP) because of its former use as a hunting club and its association with 19<sup>th</sup> century recreation industry. But this is not certain; John Wathall/IDOT will be reviewing the structure and its property for eligibility. Paula also noted that the SHPO may rule that it doesn't fit any of the criteria to be considered eligible for inclusion on the NRHP.

#### ***FHWA comments:***

Paul recommended that the project team coordinate with John Wathall on the architectural value of the structure. If he thinks the structure is potentially eligible, then request that he draw a boundary on the property, to define its historic setting. The project team should also coordinate with the SHPO regarding their recommendations. Paul indicated that the SHPO makes a recommendation, and the FHWA makes a final determination.

If we are not touching the property, but SHPO indicates that the project is affecting the structure adversely, it is not necessarily considered under the Section 4(f) regulations. The project would need to substantially impair the qualities for which the structure was put on the NRHP to be considered under Section 4(f).

#### **BLUFF ALIGNMENT**

Dan introduced the Bluff Alignment, which was developed early in the alternatives development process as an avoidance option to the potential wetlands, floodplains and other designated land resources in the central section of the project area, and asked whether this alternative should continue to be included in the project's reasonable range of alternatives. It was noted that during the course of the study the project team has developed a number of more localized options to avoid impacts to wetlands, floodplains and other designated lands.

A detailed traffic flow analysis of the bluff alignment indicates that the proposed bluff alignment would not draw enough traffic from existing IL 29 to forgo the need for a future improvement to existing IL 29; that is, the bluff alignment does not solve the future traffic capacity problems on existing IL 29. Thus, existing IL 29 would still need to be improved. The project team believes that the bluff alignment is not prudent because it does not meet the Purpose and Need of the project.

Further given that existing IL 29 would have to be reconstructed with the construction of the Bluff alignment, the impacts of the bluff alignment need to be combined with the impacts to widen IL 29.

#### ***FHWA comments:***

Paul and J.D. Stevenson concurred that the bluff alignment does not meet the Purpose and Need of the project. The bluff alignment is an avoidance option for Sparland involvement, but it is not prudent.

Paula asked, given this new information, if the project team should schedule a NEPA/404 merger meeting. Dan commented that we had previously presented the range of alternatives at a NEPA/404 meeting, however, the alternatives currently under consideration are different and it may be prudent to obtain the agencies' re-concurrence.

IDOT-BDE noted that there may be a NEPA/404 meeting scheduled in January; this project could be added to the agenda.

John Anderson/IDOT asked if we could tell the public that we are looking into dropping the bluff alignment. At the last two informational meetings in July, the project team received numerous comments in opposition to the bluff alignment. Paul commented that the project team is in a tough position, but that we can indicate that there have been numerous design changes since the public meeting and that improvements to existing IL 29 seem to provide the best solution to transportation issues in the project area.



## A-83



SUBJECT IL 29 4<sup>th</sup> Meeting

MEETING DATE November 9, 2004

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## Parks, Recreational, and Wildlife Refuges

### **Peoria Park District Properties**

The Peoria Park District (PPD) stated that the proposed improvements would have detrimental effects on three properties they administer: Camp Wokanda, Singing Woods Nature Preserve, and Audubon Wildlife Area. A letter from PPD contained four concerns

- The construction of the highway will impact access to Camp Wokanda. Park.
- The Peoria Park District and the Peoria Audubon Society are currently involved in a feasibility study to determine the possibility of wetland restoration and development of a wetland refuge for shorebirds at the Audubon Wildlife Area. Large highway development so close to the proposed preserve will severely impact the use of any developed refuge by shorebirds.
- Sound impacts at Camp Wokanda, Singing Woods Nature Preserve and Audubon Wildlife Area will be heavy.
- Development of a large highway to the east of our preserves will impact the park district's ability to conduct prescribed burns due to smoke travel.

## **Camp Wokanda**

### **Background Information**

Camp Wokanda is located on Boy Scout Road west of Mossville (see Figure 1, *Peoria Park District Properties in South Section*). It is a 273-acre special use park available to groups such as a school group, scout group, or civic group. The Camp's primary mission is as a resident outdoor education center for area schools and other clients. The property includes a lake, trails, dining hall, cabins, program buildings and tent camping (see Figure 2, *Camp Wokanda Site Map*). The Camp offers a variety of naturalist tours, environmental education and rental options for retreats, family reunions, weddings or special group camp outings.

Woodlands at the camp are oak savanna, and there are two locations that are approximately 75-acre units north and south of the lake that are burned annually to restore/maintain the oak savanna habitat. According to the Peoria Wilds website, the camp maintains a diverse array of plants and animals. Surveys have turned up 359 plant species and more are continuously being added.

The Camp entrance, which is the closest portion of the property to the IL 29 extension, is slightly more than 2,000 feet (approximately 0.4 mile) west of the proposed IL 29 alignment (see Figure 1). The dining hall, cabins, program buildings and tent camping are located south of the entrance along the east side of the camp.

## **Impact Evaluation**

### **Access Concern**

Currently, traffic from any direction bound for the Camp must use Old Galena Road as a connection to Boy Scout Road. As construction approaches the Old Galena Road/Boy Scout Road intersection, the proposed service road west of IL 29 would be constructed to intersect Boy Scout Road. Access to Boy Scout Road would then be possible from either Cedar Hills Drive or Mossville Road via the service road. At no time during the proposed extension of IL 29 would Boy Scout Road (or the Camp) be cut off from the local road network.

### **Noise Concerns**

A field measurement was taken at the camp near the activities field. The existing noise level at that location was 40 dBA. Future noise levels at the camp were modeled. The model used 2032 forecasted traffic volumes on IL 29. The modeling showed that noise levels in 2032 were anticipated to be 43 dBA on the east side of the camp near the activities field. The predicted noise level is below the acceptable threshold of 67dBA and does not represent an increase of 14 dBA over existing levels.

### **Prescribed Burn Concerns**

There are two areas within Camp Wokanda that PPD staff has been burning for the past eight years with the intent of restoring/maintaining oak savanna habitat. Prescribed burns are conducted on the two units (each 60 to 75 acres) in spring and fall to burn the accumulated "litter" from the past year.

The entrance to Camp Wokanda is slightly over 2,000 feet from the IL 29 extension. The burn units at Camp Wokanda would be about 3,000 feet from IL 29. With the distances separating the PPD properties and the IL 29 extension, it is not reasonable to accept the claim that the potential for smoke from PPD prescribed burns will cause a safety issue for IL 29 users thereby ending the practice of prescribed burns.

**Conclusions:** Section 4(f) would not be applicable because the proximity of proposed project would not substantial impair the Section 4(f) property.

## **Singing Woods Nature Preserve**

### **Background Information**

Singing Woods Nature Preserve is an approximately 900-acre property located on the bluffs north of Cedar Hills Drive and west of Ivy Lake Lane (see Figure 1). There are no signs identifying the preserve and currently no developed access. The nature preserve designation applies to approximately 700 acres of the 900-acre parcel. At its closest point, the nature preserve is almost 3,500 feet (approximately 0.7 mile) from the proposed IL 29.

## **Impact Evaluation**

### **Noise Concerns**

Noise measurements were taken at the edge of Singing Woods Road adjacent to the preserve. At its closest point, the nature preserve will be approximately 3,500 feet from the

proposed alignment. Existing noise levels were found to be 53 dBA at the south edge of the property.

Like at Camp Wokanda, future noise levels were modeled using 2032 traffic volumes on IL 29. The modeling showed that 2032 noise levels are anticipated to remain constant at 53 dBA. The future noise levels would not be anticipated to increase should the proposed roadway be constructed.

#### Prescribed Burn Concerns

Fire management will be one of the key activities in restoring habitat there. Approximately 700 acres will ultimately be included in a fire regime. The closest prescribed unit to the proposed highway would be about 3,500 feet from IL 29. Other burn units would be approximately one mile from IL 29.

It is prudent for the PPD to be concerned about the issue and to coordinate with IDOT on this issue in the future, but the likelihood of the prescribed burning being stopped by IDOT is not compelling enough now to assume that the use of the PPD facilities will be adversely affected by extending IL 29.

**Conclusions:** Section 4(f) would not be applicable because the proximity of proposed project would not substantially impair the Section 4(f) property.

#### Audubon Wildlife Area

##### Background Information

Audubon Wildlife Area is an approximately 98-acre parcel located north of Caterpillar and west of Old Galena Road (see Figure 1). The parcel consists of a 78-acre agricultural field and a 20-acre wetland complex located at the west edge of the parcel. The wetland at the west edge of the property is part of a 40-acre wetland complex that extends east on Caterpillar's property. The Peoria Audubon Society (PAS) is evaluating the potential for the wetland (and some portion of the cropped land) to be restored as shorebird habitat. The habitat that would be developed to attract shorebirds would consist of mudflats, short grass, and shallow water wetlands. There currently is no formal agreement between the Audubon Society and the PPD to conduct the restoration work.

If the site were to be restored, PPD anticipates that there would be viewing blinds east of the existing wetlands and a parking area in what is currently the agricultural field. Dave Wheeler (PPD) indicated that the public could exert pressure to develop the site as a neighborhood park. There is currently no master plan developed for the site.

Alternative S-6 runs from the southwest to northeast from 1900 feet south of the southwest corner of the Audubon Wildlife Area to the southeast corner of the property immediately adjacent to the property at Old Galena Road. Because Alternative S-6 is grade separated over Old Galena Road, the roadway would be elevated above the property by 22 feet beginning at 1100 feet south of Old Galena Road to 1300 feet north of Old Galena Road.

#### Impact Evaluation

##### Proximity Impacts to the Potential Shorebird Habitat

The PPD indicated that a large highway development close to the proposed preserve will severely impact the use of any developed refuge by shorebirds. In a flyer produced by either the PPD or the Peoria Audubon Society, they expressed concerns about water flow at the property, of noise, highway lights, accessibility of the property, highway storm runoff on water quantity/quality, and the quality of the experience for visitors.

It is important to begin the discussion of potential Section 4(f) issues at the Audubon Wildlife Area by discussing the implications of the lack of a master plan for the property. Absence of a site master plan leaves open several possible uses for the Audubon Wildlife Area and makes it difficult to analyze the potential impact on the use of a Section 4(f) property. Because the potential use of the site as a shorebird refuge is supported by the PPD, only the project's potential impacts on that use have been addressed. Furthermore the project's potential impacts to the wildlife area (and its ability to function as a shorebird refuge) are limited to the property owned by the PPD.

In assessing the potential impacts to the concept of a shorebird refuge at the Audubon Wildlife Area, several sources of information were consulted, most notably the Natural Resources Conservation Service's publication *Shorebirds, Fish and Wildlife Habitat Management Leaflet, Number 17, July 2000*. The text below uses information from that publication without reference.

Most shorebirds winter in the temperate regions of South America and sub-tropical areas of the U.S. and Mexico, and return to northern breeding grounds in the spring. Peak migrations occur from March through May (spring) and from July through September (fall).

It would be during the migration periods that most shorebirds would be present in the IL 29 project area. A conversation with a Fish and Wildlife official indicated that the project area is not a notable shorebird breeding area. Transcontinental (inland) shorebird migrants, such as would be found in the study area, typically travel in small numbers and may hop between stopover sites to reach wintering grounds. This strategy involves flying short distances between stops to replenish fat reserves. Wetland degradation and land use conversion (i.e. from wetlands to agricultural land) have modified many interior stopover sites, reducing the potential of frequent stops.

Concerning human disturbances and effects on shorebirds, the publication noted that human disturbance (e.g. walking, dog walking, sunbathing, bird watching, fishing, and driving on the beach) negatively impacts populations of nesting, migrating, and foraging shorebirds. Also noted as issues were industrial and agricultural land use, agricultural runoff, and chemical pollution. As a means of improving migration habitats, the establishment of driving and walking buffer zones that limit human use at high tide was recommended. Prohibiting human activity above the average high tide line helps keep shorebirds separated from human activities. A tidal walking/driving buffer zone of 50 meters was recommended.

At its closest point, Alternative S-6 is 1,900 feet from the south edge of the wetland on the Audubon Wildlife Area property. Assuming the wetland at the west edge of the property would be the focus of the shorebird restoration area, it seems unlikely (based on information presented in the NRCS publication) that the proximity of IL 29 would adversely affect the use of the Audubon Wildlife Refuge by shorebirds. In response to PPD's more specific concerns listed at the beginning of this discussion the following are offered:

- The impact on water flow at the property - Extended IL 29 would not interfere with any visible stream that feeds the Audubon Wildlife Area wetland or sheet flow that feeds the site.
- The impact of highway lights to birds - It was not clear from the brief literature search whether lights disturb shorebirds. One would expect that 1600 feet (or more) of separation between IL 29 and the west end wetland would minimize or eliminate the effects of headlight glare.
- The impact to the accessibility of the property - With or without the project, the assumption would be that site access would be provided from Old Galena Road.
- The impact of highway storm runoff on water quantity/quality - The proposed improvements will be designed with rural ditches that will capture the highway runoff. It is highly unlikely that any connection could be drawn between the highway runoff conveyed by ditches and water quality at a site approximately 1600 feet away. A more pressing concern for the success of the site may be agricultural runoff from fields that surround the wetland.
- The impact on the quality of the experience for visitors - Again, future noise levels at the site do not exceed FHWA standards. It is difficult if not impossible to provide any meaningful comparison about how a person's experience at the site would differ with the No Build Alternative's noise level and the Build Alternative's noise level. One would assume that the most important predictor of a quality experience would be the variety and number of shorebirds at the site rather than noise levels, particularly given the modeled future noise levels.

Further evidence of the ability of shorebirds and highways to coexist can be seen in the proximity of highways to U.S. Fish and Wildlife Service refuges. Two examples among potentially many include:

- Necedah Wildlife Refuge in west central Wisconsin which has STH 173 cutting through the west half of the property and STH 80 running along its east edge, and
- Montezuma Wildlife Refuge in upstate New York which has State Highway 20 that runs through the refuge and the New York State Thruway to its north.

While it is acknowledged that these refuges are much larger than that being considered at the Audubon Wildlife Center, it is inaccurate to simply state that shorebirds cannot exist proximate to highways.

#### Noise Concerns

The existing traffic on Old Galena Road adjacent to the Audubon Wildlife Area was used to develop existing noise levels at the site. Based on field measurements taken at the site, noise

levels at the east end of the property adjacent to Old Galena Rd were found to be 65 dBA. The noise threshold for the property is 67 dBA (exterior). Another field measurement was taken at the west side of the property near the wetland complex. Noise levels at that location were found to be 52 dBA.

Noise levels for two future scenarios were modeled, the 2032 No Build Alternative and the 2032 Build Alternative. The modeling showed that noise levels in 2032 under the No Build Alternative are anticipated to be 66 dBA adjacent to Old Galena Rd and 52 dBA near the wetland complex. With the Build Alternative the future noise levels would be 68 dBA adjacent to Old Galena Rd and 53 near the wetland complex.

**Conclusions:** Section 4(f) would not be applicable because the proximity of proposed project would not substantially impair the Section 4(f) property. In addition Section 4(f) would not be applicable because this is not a "planned facility". (The term "planned facility" refers to a facility with documented plans for further recreational development.)

### Illinois Department of Natural Resource (IDNR)

#### Spring Branch Unit

Impacts to this area have been reduced to only 0.2 acres of temporary easement. The easement is required to construct an entrance to a new access road for the Unit.

IDNR has concurred that the easement will:

- be of short duration and less than the time needed for construction of the project,
- not change the ownership or result in retention of long-term or indefinite interests in the land for transportation purposes,
- not result in any temporary or permanent adverse change to the activities, features, or attributes which are important to the purposes of functions that qualify the resource for protection under Section 4(f), and
- include only a minor amount of land.

**Conclusions:** Section 4(f) would not be applicable

#### Marshall County Hill Prairie Land and Water Reserve

Impacts to this area have been reduced to only 0.1 acres of temporary easement. The easement is required to reshape their entrance.

IDNR has concurred that the easement will:

- be of short duration and less than the time needed for construction of the project,
- not change the ownership or result in retention of long-term or indefinite interests in the land for transportation purposes,

- g) not result in any temporary or permanent adverse change to the activities, features, or attributes which are important to the purposes of functions that qualify the resource for protection under Section 4(f), and
- h) include only a minor amount of land.

Conclusions: Section 4(f) would not be applicable

#### **Marshall County Hill Prairie (IDNR property outside of the Land & Water Reserve)**

Approximately 0.3 acres of right-of-way would be required from this parcel if the On IL 29 Alternative were selected. Currently studies to reduce or eliminate the right-of-way are underway.

Conclusions: If the need for right-of-way can not be eliminated Section 4(f) would be applicable.

#### **Sparland Unit**

At this location two design options are still under consideration. Depending on the option selected potentially either 7.3 or 7.8 acres of this site could be impacted.

Conclusions: Section 4(f) would be applicable and if the selected alternate impacts this property a Section 4(f) evaluation will be processed.

#### **Miller-Anderson Woods Nature Preserve**

IDNR has not raised the issue of the project's potential impacts affecting the use of Miller-Anderson Nature Preserve. This question is being examined to determine whether potential impacts to the Preserve need to be part of the Section 4(f) evaluation in the Draft EIS. Only the project's potential impacts on the Nature Preserve (west of IL 29) will be examined. The property east of IL 29 (Miller-Anderson Woods Natural Area) is privately owned and is not a 4(f) resource. No distinctions will be drawn between the natural area and nature preserve boundaries on IDNR's property west of IL 29. The entire property is a 4(f) resource and impacts will be discussed in that vein.

The following potential project impacts on the Nature Preserve will be examined: noise, visual and water quality impacts, and impacts caused by salt spray and alien flora. A discussion of each is found below.

#### **Impact Evaluation**

##### **Noise**

The existing traffic on IL 29 adjacent to Miller-Anderson was used to develop existing noise levels at two locations, one toward the south end of the property and the other north of that location near Old IL 29. The existing noise level at the south end of the property is 48 dBA and the reading near Old IL 29 is 46dBA.

Noise levels for two future scenarios were modeled, the 2032 No Build Alternative and the 2032 Build Alternative. The modeling showed that noise levels in 2032 were anticipated to be 50 dBA (south end) and 47 dBA (near Old IL 29) with the No Build Alternative. With the Build Alternative the future volumes would be 54 dBA (south end) and 52 dBA (near Old IL 29).

An increase of 4 to 5 dBA (future No Build vs. Build) would not be considered significant nor would it result in a substantial impairment to the Nature Preserve.

##### **Visual**

Existing IL 29 in the Miller-Anderson Woods area consists of two 12-foot lanes, 3-foot gravel shoulders and ditches and a total right of way width of approximately 125 feet. The Miller-Anderson Woods property has approximately 5700 feet of frontage along IL 29, and is 340 acres in size (including the buffer areas). Approximately 130 acres of the property is located "on top of the bluff" and cannot be seen from IL 29.

There is a relatively narrow area immediately adjacent to the highway in Miller-Anderson that includes old field habitat, the "beaver pond" and wetlands. West of this level area, the landscape rises steeply to the top of the bluff. The bluffs are heavily wooded with stands of oak-hickory and rise up 180 feet above IL 29. With the exception of an outbuilding near the small pond south of Kentville Road, there are no structures in Miller-Anderson.

IL 29 would be expanded to the east (away from IDNR's property). The expanded IL 29 would have two 12-foot-wide lanes in each direction separated by a 22-foot-wide median (with a concrete barrier), and 10-foot-wide paved shoulders. No improvements would be made west of the existing west shoulder although a guardrail would be added to that shoulder. No change in profile is planned along Miller-Anderson, except at the IL 29/Kentville Road intersection at the north end of the project. As a result of the proposed widening to the east, trees that have grown in the highway right of way east of IL 29 would be removed. A swath of trees roughly 70 feet wide and 5700 feet long would be cut down. Removing the trees would increase the visibility of the railroad tracks from some locations in Miller-Anderson Woods.

Considering the views of Miller-Anderson from the road, IDOT has committed to not remove any vegetation west of the existing highway's shoulder and generally maintaining the same profile as the existing highway. IDOT has also committed to maintaining the plugged culvert so as not to drain the "beaver pond." Therefore, the view of Miller-Anderson from the road (northbound or southbound) will look the same as it does today except at the far north end of the property where the IL 29/Kentville Road intersection will be raised.

Concerning the view from Miller-Anderson of the road, the proposed improvements would expand east and increase the paved portion of the highway by approximately 66 feet. The additional pavement would be constructed at the same profile as the existing highway and may not be visible from some portions of Miller-Anderson such as the beaver pond and adjoining areas that are lower than IL 29. The proposed improvements would also not be visible from the portion of Miller-Anderson on top of the bluff. The loss of trees currently growing in the IL 29, east right of way will increase the visibility of the railroad east of the highway. However, it would be difficult to imagine how the loss of an 80-foot-wide swath

of trees 5700 feet long in DOT's right of way could so alter the view of the road from Miller-Anderson that it would raise to the level of a significant visual impact.

### Water Quality

There are two surface water features and associated wetlands in the Miller-Anderson Woods property adjacent to IL 29, the "beaver pond" toward the south end of the property and a small pond south of the IL 29/Kentville Road intersection. This water quality discussion focuses on potential impacts to those two surface water features and nearby wetlands. The 12-acre beaver pond, which was formed by a dam blocking a drainage culvert, extends approximately 1200 feet along the highway foreslope. The small pond is separated from the southbound travel lane by approximately 30 feet.

With the current design, the northbound lane drains east and the southbound lanes drains west to ditches on both sides of the highway. The ditch on the west side of IL 29 carries highway runoff to culverts which drain east toward the Illinois River.

In total, the proposed IL 29 improvements would add 66 feet of additional impervious surface to the existing highway adjacent to Miller-Anderson Woods. None of the changes to the highway's typical section will be located any closer to the two surface water features than the edge of the existing gravel shoulder on the west side of IL 29. With the proposed improvements, the northbound lanes (including half the median and the paved shoulder) will continue to drain to the east and the southbound lanes (including half the median and the paved shoulder) will drain to the west to grassed ditches.

The research on the effects of runoff from highways with less than 30,000 ADT on human and aquatic health makes it quite clear that the proposed IL 29 improvements would not result in notable water quality impacts to the two ponds and wetlands. The primary highway runoff components include suspended sediments (pavement wear and dirt), lead (gasoline, tire filler), zinc (tire filler, motor oil stabilizers), copper (metal platings, brake linings), and petroleum (gasoline, antifreeze, hydraulic fluids).

Throughout the mid-1980s, the FHWA conducted extensive nationwide studies to determine highway runoff constituents, amounts relative to roadway types and traffic conditions, and the potential impacts to surface water resources (*Pollutant Loadings and Impacts from Highway Stormwater Runoff, Volume I*, Federal Highway Administration, April 1990).

FHWA's research concluded that pollutants in highway runoff are not present in amounts sufficient to threaten surface or groundwater where Average Daily Traffic (ADT) volumes are below 30,000. These findings are also cited by the U.S. EPA in their Report: *Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters*, EPA Publication 840-B-92-002, January 1993. It should be noted that the forecast 2032 traffic volume on IL 29 is 6,800 ADT.

### Salt Spray

The salt transport process begins when salt is applied to the road. The salt then leaves the road surface by itself (by gravity) or by the action from traffic. By runoff, the salt will reach

the roadside/drainage system. By being forced into the air by traffic or by plowing, the salt leaves the road as splash, spray or dry crystals to be deposited on the road surface or roadside. By leaving the drainage system or percolating from the soil surface through the soil the salt solution may reach the groundwater.

Although a limited amount of information concerning the effects of salt spray was reviewed, that research concludes that the bulk of salt applied to low volume roads is contained within the general road right of way area. Based on this conclusion it seems reasonable to conclude that impacts from salt spray would have, at best, a minor impact on the Miller-Anderson Woods property, similar to existing IL 29 salt influences. Beyond that, it is also reasonable to conclude that there would be no discernable differences at Miller-Anderson between the effects of salt spray under the No Build Alternative in 2032 (from existing IL 29) and the 2032 Build Alternative (improved IL 29).

The low traffic volumes on IL 29 with the No Build and Build Alternatives reduce the amount of salt that is forced into the air and transported off the road surface. In addition, it is likely that prevailing winter winds in the project area would not carry the majority of air-borne salt into Miller-Anderson Woods. If salt spray were a problem at Miller-Anderson, it would be reasonable to expect the problem(s) to be evident after years of salting existing IL 29 and deposition of salt/salt spray in and beyond the highway right of way. Instead, what may be happening is that salt tolerant (i.e. White Oaks and Red Oaks) and moderately salt tolerant (White Ash, Cottonwood and Black Cherry) species have come to dominate the area adjacent to the highway and salt intolerant species (i.e. maples and Shagbark Hickory) have self-selected to areas beyond that zone.

### Alien Flora

When soil adjacent to Miller-Anderson is stripped of vegetation it creates an opportunity for exotics in that soil's "seed bank" or volunteering into the area (by wind, animal droppings, etc.), to establish themselves and expand their range. This process could result in an increased risk of exotics or alien flora penetrating Miller-Anderson Woods.

The reconstruction of IL 29 adjacent to Miller-Anderson would remove the existing travel lanes and require construction east of the existing west shoulder to a point 66 feet east. Within this relatively narrow disturbed zone, an impervious surface (concrete) will cover the bulk of it. There is "limited-to-no potential" for exotics to establish themselves within the area that will ultimately be paved.

The new highway's proposed east ditch provides the best potential habitat to support exotics that could migrate to the west. IDOT's erosion control measures would, however, mitigate against the east ditch being overtaken by exotics. The seed mix IDOT would recommend for the east ditch and the cover that would be used to protect the seed mix (straw, erosion matting, even the nurse crop) will limit the potential for exotics to take root. The more important factor working to limit the influence of exotics in Miller-Anderson is that IDOT has committed to not disturb any vegetation in Miller-Anderson. Exotics are much more likely to gain a foothold in Miller-Anderson if soil is exposed there. By avoiding soil disturbing impacts in Miller-Anderson, IDOT has severely minimized the potential for exotics to be an impact issue there.

Conclusions: Section 4(f) would not be applicable because the proximity of proposed project would not substantial impair the Section 4(f) property.

#### Putnam Township

##### Pavilion

The parcel on which the "pavilion" is located is the site of the original town hall. When the hall was torn down in the late 1970's or early 1980's a picnic shelter was erected on the site of the hall as a memorial. Today this area is used as a picnic area for the community and is maintained and insured by Senachwine Township.

Conclusions: Section 4(f) would be applicable.

### Historical Properties

#### Historic Bridge at Barville Creek

This bridge is on the Illinois Historic Bridge List. If the On IL 29 alternate is selected this bridge would be removed.

Conclusions: Section 4(f) would be applicable.

#### Whiffle Tree House

This structure, located south of IL 17 in Sparland, is potentially eligible for inclusion in the National Register of Historic Places. Two IL 29/IL 17 interchange alternatives are in the vicinity of the structure.

##### Alternative 3

The proposed IL 29 right-of-way ranges from 75 feet to zero feet (at the north edge) from the west Whiffle Tree House property line (David Smith). At the closest point the proposed right-of-way is 100 feet from the building.

The elevation of the proposed IL 29 adjacent to the Whiffle Tree House is approximately 25 feet above existing ground with a retaining wall.

The elevation of IL 17 will be raised approximately 5 feet in the vicinity of the Whiffle Tree House.

##### Alternative 3A

The proposed IL 29 right-of-way impacts the east side of the Whiffle Tree House property (David Smith). The closest distance from the Whiffle Tree House to the proposed IL 29 right-of-way is approximately 84 feet.

The elevation of the proposed IL 29 adjacent to the Whiffle Tree House is approximately 28 feet above existing ground with a retaining wall.

The elevation of IL 17 will be raised approximately 3 feet in the vicinity of the Whiffle Tree House.

Conclusions: Coordination with Illinois Historic Preservation Agency will be necessary to determine if the proposed project would have an adverse effect on the property. If either Alternate 3 or 3A is selected and IHPA determines there is an adverse effect then a Section 106 evaluation would be required.

Since Alternate 3 does not require right-of-way from the property Section 4(f) would be applicable only if the proposal would result in substantial impairment to the resource. Although the raised alignment would alter the visual environment of the site it would not affect the historic value of the structure.

Alternate 3A does require right-of-way from the property on which the house sits. Whether or not Section 4(f) would apply to this taking would depend on the delineation of NRHP boundaries. If IHPA defines the structure itself as the boundaries then Section 4(f) would not apply. However, if the structure and the property on which it sits are defined as the NRHP boundary then Section 4(f) would apply.

### Archaeological Sites

Numerous archaeological sites have been identified along the proposed alignments however no burial mounds would be impacted. At this time there are none of the archaeological sites which may be eligible for inclusion in the National Register warrant preservation in place and are important chiefly because of what can be learned by data recovery.

Conclusions: If IHPA concurs with this assessment, Section 4(f) would not apply.

## 11-23-04 Floodplain Meeting

ATTENDEES:	Paula Green/IDOT Mike Lewis/IDOT John Anderson/IDOT Greg Larson/IDOT Charles Perino/IDOT Barbara Stevens/IDOT Dan Ghere/FHWA J.D. Stevenson /FHWA	George Jones/FHWA Jan Piland/FHWA Justin Luther/FHWA Brian Smith/FHWA Dan Dupies/CH2M HILL Kim Kolody/CH2M HILL Jim Jodie/CH2M HILL Fred Lin/Lin Engineering
COPIES:	Mike Lewis/IDOT Paula Green/IDOT	
FROM:	Dan Dupies	
DATE:	December 20, 2004	

### Introduction

On September 14, 2004, a meeting was held with IDOT, FHWA and the Department of Natural Resources' (DNR's) Office of Water Resources to discuss the potential floodplain impacts associated with the proposed IL 29 improvements. During that meeting, the DNR indicated that their interest in floodplains was limited to whether the project would place fill in a stream's floodway and whether the fill would increase the floodway's backwater elevation beyond permissible limits. DNR noted that they had no jurisdiction over filling in the flood fringe (the portion of the floodplain outside the floodway).

To develop a deeper understanding of the potential ramifications of filling in the flood fringe, particularly the question of whether there is a requirement to compensate for filling in the flood fringe, IDOT requested a meeting with Dan Ghere (FHWA) and other FHWA and IDOT representatives. Dan Ghere, is a former IDOT hydraulics engineer Now working for FHWA. The text below summarizes the floodplain meeting held at IDOT's District 4 offices on November 23, 2004. The summary follows the order of the attached meeting agenda.

### Meeting Summary

Jim Jodie began the meeting by reviewing the meeting purpose and providing a general project overview. Kim Kolody then reviewed the floodplain information that the project team has gathered to date, including the work (at Senachwine Creek) to refine the 100-year floodplain elevations provided by FEMA. Kim also reviewed the information the DNR's Office of Water Resources staff provided during our meeting with them on September 14, 2004. Dan Dupies noted that, in conversations with the floodplain administrators for Peoria



and Marshall Counties, there were no county requirements to compensate for filling in the flood fringe.

Dan Ghre asked whether DNR was concerned about replacing lost flood storage at the same elevation as the lost storage. In response to a question about which agency has floodplain jurisdiction, Dan responded that FHWA does not "control" either the floodway or the flood fringe. Rather, FHWA's role is to ensure that other agencies' floodplain rules are followed. Brian Smith pointed out that FHWA is charged (by Executive Order 11988, Floodplain Management) with preserving the natural and beneficial floodplain values. The Executive Order does not draw distinctions between the floodway portion of the floodplain and the flood fringe. Dan Ghre reminded the group that the project's DEIS would have to address the hydraulic implications of floodplain filling and the environmental implications. We will have to demonstrate why the proposed IL 29 improvements could not be located outside the floodplain. Paula noted that the team has a good grasp of the environmental issues associated with floodplain filling and, therefore, wanted this meeting to focus on the hydraulic issues.

J. D. Stevenson said the question is whether we have to compensate for impacts in the flood fringe. Paula added that if compensation is necessary, what is the rate?

Dan Ghre said that the team has to plan on the property owner(s) on the south side of the creek filling an amount equal to the project's proposed fill for the longitudinal impact at Senachwine Creek (south). He went to acknowledge that the HEC/RAS model used to analyze floodway impacts does not consider filling in the flood fringe. Stated differently, filling in the flood fringe does not affect the floodway and no compensation would be necessary unless required by local ordinance. As noted, neither Peoria nor Marshall County require floodplain compensation. As noted during the September 14<sup>th</sup> meeting with the Office of Water Resources, the key issue for FEMA and DNR will be impacts that affect floodway conveyance. Paula said that it did not appear that compensation would be required in the flood fringe. Dan Ghre agreed with Paula's assessment.

Dan Dupies asked Dan Ghre about the appropriate level of investigation in a Phase I study to determine the project's potential impact on flood conveyance. Dan responded that the analysis should go far enough to know whether the project has an alternative that works. Dan Dupies asked which agency would decide whether the project team had done enough work to determine whether we have a workable alternative in floodplain areas. Dan Ghre responded that DNR Office of Water Resources would be responsible for deciding when we have conducted the appropriate level of work to determine whether the project would affect floodway conveyance. He stated that the Office of Water Resources' regulations are more conservative than FEMA's, so if we satisfy the Office of Water Resources we will also satisfy FEMA.

Charles noted that when FEMA criticizes the floodplain write-ups in EISs, it is usually because the document does not show evidence of addressing their "8 points." Paula asked Fred Lin about the likelihood of being in the Senachwine Creek (south) floodway. Fred noted that his preliminary work indicates that we are quite close at one cross section. Kim Kolody stated that we may even be in the floodway, but are evaluating options to shift away from it.

Brian stated that he would not recommend compromising the design of IL 29 to avoid the floodway. A waiver should be pursued if necessary.

The focus of the meeting then shifted from the potential floodplain impacts at Senachwine Creek (south) to potential impacts at Crow Creek, Senachwine Creek (north) and the Illinois River floodplains.

At Crow Creek, Dan Ghre stated that he would consider the south bridge crossing as a transverse floodplain crossing. He noted that the project's floodplain impact along the west side of IL 29 would be an impact to the flood fringe. While the impact to this portion of Crow Creek is technically a longitudinal encroachment, that encroachment is to the flood fringe. As a result, Fred's modeling work is not intended to determine the limits of the Crow Creek floodway, rather it is focused on determining whether we have properly sized the bridge opening at the south end of the creek. Currently during 50-year and 100-year storms, water in the Crow Creek "slough" overtops IL 29. The proposal to raise IL 29 would prevent the overtopping thus requiring the bridge opening at the south end to accommodate the volume of water from the 50- and 100-year storms that currently passes through it plus the volume of water that currently overtops IL 29.

At the crossing of Senachwine Creek (north), Dan Ghre said that although it appears to be a longitudinal crossing, he considers the longitudinal area close enough to the transverse crossing point that we should consider this entire crossing transverse.

Fred Lin noted that in the Miller-Anderson Woods area, the Illinois River floodplain is located on both sides of IL 29. He pointed out that the floodway in this area is well east of Goose Lake, and therefore we have a longitudinal encroachment of the flood fringe (not floodway) in that area. Because it is flood fringe, no compensation would be required.

In Sparland, Fred stated that the floodway boundary is located well east of the proposed interchange area. Dan Ghre noted that the proposed improvements would have transverse crossings of the Gimlet Creek and Thenius Creek floodplains and a longitudinal encroachment of the Illinois River flood fringe (no compensation required for any of the Sparland crossings).

Concerning the issue of whether the flood buyout properties in Sparland should be/must be avoided by the interchange alternatives, Dan Ghre said he would discuss the issue with FHWA headquarters to determine if there might be negotiations with FEMA in deciding which interchange alternative to select. Dan requested that the project team not contact FEMA about a meeting until he has contacted FHWA headquarters.

Dan Ghre recommended that Fred talk to Mike Diedrichsen (Office of Water Resources) to confirm the appropriate method to evaluate floodway impacts. Dan noted that the discussion had focused on the project's potential to change the elevation of the floodway, but there is also the issue of whether the project could affect the velocity of the flow in the floodway. He stated that the Office of Water Resources might also be interested in that issue.

Charles requested that the term flood fringe not be used in the DEIS.



SUBJECT

IL29 Floodplain/Flexbury Mtg

MEETING DATE

Nov 23, 2004

Stream/Creek	Type of Crossing	Type of Encroachment	Compensation Required?	Additional Study Required?
Dickson Run	Transverse		No	No
Hallock Creek	Transverse		No	No
Senachwine Creek, south	Longitudinal, transverse	Flood fringe, possibly floodway	None for flood fringe	Yes. Determining whether there is floodway encroachment and whether encroachment adversely affects floodway elevation
Coon Creek	Transverse		No	No
Gimlet Creek	Transverse		No	No
Thenius Creek	Transverse		No	No
Illinois River	Longitudinal	Flood fringe	No	No
Crow Creek	Transverse, longitudinal	Floodway, flood fringe	No	Yes. Determining whether south bridge opening is large enough to accommodate water that currently overtops IL 29
Dry Hallow	Transverse		No	No
Senachwine Creek, north	Transverse		No	No
Illinois River	Longitudinal	Flood fringe	No	No

[illegible]

## MEETING SUMMARY

## CH2MHILL

## 12-15-04 NRCS Meeting (Henry)

ATTENDEES: Dan Dupies/CH2M HILL  
Randy Edwards/NRCS

COPIES: Mike Lewis/IDOT  
Paula Green/IDOT

FROM: Dan Dupies

DATE: December 16, 2004

This memorandum summarizes the meeting with Randy Edwards to discuss the project's potential impacts on NRCS improvements along Crow Creek and, generally, in the Crow Creek Watershed. Listed below are the key pieces of information that were discussed during the meeting.

- NRCS was involved with the design and construction of the Senachwine Creek (south) streambank protection measures. One of the projects was in the area of the Benedict Street bridge where gabion baskets were placed on the south bank of the creek and willow posts and stone toe protection were placed on the north bank. The other streambank protection project was near the transmission tower near the IL 29 bridge. In that location, NRCS constructed rock vanes and stone toe protection on the south bank of the creek. **CH2M HILL will review the aerials between the Benedict Street bridge and the IL 29 bridge to locate those improvements and determine whether the proposed IL 29 improvements impact NRCS' streambank protection measures.**
- Randy noted that the proposed IL 29 improvements would not effect any NRCS projects adjacent to Crow Creek. He did point out that the Villagers have stabilized the slope along the bank of Crow Creek east of IL 29 at the north crossing. They have also constructed dry dams along the edge of the tree line adjacent to Crow Creek in the same area. Because the proposed improvements are located west of IL 29 in this area, there will be no impacts on the work conducted by the Villagers. Randy pointed out the old Catholic cemetery in the middle of the Villagers field east of IL 29 and the access road used to reach the cemetery. Our current design maintains the access point leading to the access road.
- Randy noted that when water levels in the Crow Creek slough are high enough to overtop IL 29, a "rooster tail" as high as 12 feet can be seen on the east side of IL 29 at the railroad bridge. Our team has been assuming that there is no connection between the Crow Creek slough west of IL 29 (at the north crossing) and the portion of the creek east of IL 29 and the railroad.
- Randy said that the structure in the southeast quadrant of the IL 29/Goodrich Road intersection is owned by Tyson Foods and was used as a local buying station for hogs.

Area farmers would bring their hogs there and after the sale, the hogs were shipped out. The facility, which is for sale, has been closed for two years. There is a restriction on the property preventing it from being used as a hog buying station.

- Several properties that are included in our project aerial were identified as part of the proposed 640-acre Ozinga sand quarry. The properties include the Knuckey property in the northeast quadrant of the IL 29/Goodrich Road intersection and the two properties immediately north of it. The quarry would also include some land in the industrial park including a parcel adjacent to the river that would serve as the harbor for the quarry.
- Randy pointed out a former sand quarry west of IL 29 on the property owned by Patricia Accardi. There is a former clay pit west of IL 29 (south of Putnam) on the property owned by Bert and Rose Weir.
- Dry Hollow was an outlet for Crow Creek many years ago. After a dam was constructed somewhere west of IL 29 it has remained completely dry.
- NRCS installed rock vanes to protect the Senachwine Creek (north) streambank. The work is located well west of the proposed IL 29 improvements. Senachwine Creek (north) on the east side of IL 29 was placed in a ditch with levees on both sides of the ditch to its outlet in Goose Lake.
- Randy asked whether we had the wetlands identified in the Winships' (Shady Bluff Farm) field west of IL 29. No wetlands were identified on the mapping. **CH2M HILL will review the aerials and the NHS wetland information to resolve this issue.**
- When asked about logging in the project area, Randy noted that it is not uncommon for landowners to harvest cottonwoods and swamp maple from floodplain forests. The wood is purchased by furniture makers and is sometimes used for making pallets. Randy said that it may be 15 years between logging events.



## Illinois Department of Natural Resources

One Natural Resources Way • Springfield, Illinois 62762-1271  
<http://dnr.state.il.us>

Rod A. Blagojevich, Governor

Joel Brunsvoild, Director

January 26, 2005

SUBJECT: Illinois Route 29 Project  
Longitudinal Encroachments



Mr. Fred M. Lin, P.E.  
Lin Engineering, Ltd.  
608 Citadel Drive  
Westmont, Illinois 60559

Dear Mr. Lin:

Reference is made to your December 7, 2004 inquiry concerning four potential longitudinal encroachments associated with the subject project and the applicability of our Part 3700 floodway construction rules.

### Senachwine Creek @ Chillicothe

Your analysis of the longitudinal encroachment along Senachwine Creek on the northern edge of Chillicothe appears to reasonably estimate the project's impact on the creek's 100-year flood profile. It indicates that the project, singularly, would result in an increase of 0.3'. As you have indicated, the rules allow (assuming there are no existing buildings or other uses in the 100-year floodplain that would be damaged by increased flood heights) an increase of up to 0.1' in urban areas and 0.5' in rural areas. However, these allowable increases are based on a worst-case analysis (see the definition in Section 3700.20) which includes the impacts of other existing development and reasonably anticipated future development. Therefore, you will need to show that the project, in combination with other existing development and an equal encroachment on the opposite side of the floodplain, would comply with our urban or rural area criteria - whichever is appropriate. Alternatively, the project would be permissible if designed to create no increase in existing conditions water surface profile, or if the water surface profile increases would be contained on IDOT property or within flood easements.

For bridge and culvert crossings, the rules allow (assuming there are no existing damagable buildings or other floodplain uses) water surface profile increases of up to 0.5' (urban) or 1.0' (rural) upstream of the crossing provided the increase is reduced to 0.1' (urban) or 0.5' (rural) 1000' upstream as determined by the horizontal projection of the maximum increase and the slope of the hydraulic grade line. This criteria, would apply in the reaches of the creek within 1000' upstream of Benedict Road and the proposed Illinois Route 29 bridge crossing.

Printed on recycled and recyclable paper

Mr. Fred M. Lin, P.E.  
Page 2  
January 26, 2005

Therefore, in these reaches, the project may be designed so that the maximum overall water surface profile increase, considering the crossings in combination with the proposed longitudinal encroachment and assumed equal opposite encroachment, would comply with the bridge criteria.

Additional information on the potential for residential, commercial or industrial development in the area will need to be submitted to enable us to determine whether the Senachwine Creek portion of the project will need to comply with our urban or rural requirements.

Crow Creek South of Henry

We will not require the proposed road work along Crow Creek's northern overflow channel to be analyzed as a longitudinal encroachment of that channel. However, since that channel apparently serves to bypass some of the discharge that would otherwise go through the main channel bridge, any raising of the road or modification of the culvert in that northern channel area could impact Crow Creek water surface profiles and should be considered in the analysis of the roadway's transverse crossing of Crow Creek. Unless the silting of the overflow channel culvert is due to the general sedimentation of the channel, and not just a lack of maintenance of the highway or railroad waterway openings, those openings should be considered to be open and functional in the existing conditions model of the transverse crossing.

Illinois River @ Sparland

Although I do not concur with your estimate of the Illinois River floodway at Sparland, I concur that the roadway alignment indicated on the submitted map is not located within the floodway. Enclosed for your information are copies of two "one-section" HEC-2 models used to estimate a 0.1' floodway and a map indicating the western floodway line. Corps of Engineers' cross section data was used for our analysis.

Illinois River @ Miller Anderson Woods

Although your estimate of the floodway width at the Miller Anderson Woods appears to be too narrow, I have determined that the proposed road work at that site is located outside of the floodway. Our determination is based on the relatively small portion of floodplain area between the roadway and the western edge of the floodplain.

Mr. Fred M. Lin, P.E.  
Page 3  
January 26, 2005

Please feel free to contact me at 217/782-4426 if you have any questions or comments concerning this matter.

Sincerely,

Michael L. Diedrichsen, Acting Section Manager  
Downstate Regulatory Programs

MLD:crw  
Enclosures  
cc: IDOT-Dist. 4 (Paula Green) —

-----Original Message-----  
From: Fred Lin [mailto:flin@lineng.com]  
Sent: March 03, 2005 10:45 AM  
To: Jodie, Jim/MKE  
Cc: Dupies, Dan/MKE; Kolody, Kim/CHI  
Subject: Fw: Senachwine South - Rural Designation

Hi Jim,

Mike Diedrichsen concurs that the Senachwine South area is rural, based on the land use plan provided.

Thanks,  
Fred

----- Original Message -----  
From: "MIKE DIEDRICHSEN" <MDIEDRICHSEN@dnrmail.state.il.us>  
To: <flin@lineng.com>  
Sent: Thursday, March 03, 2005 8:45 AM  
Subject: Re: Senachwine South - Rural Designation

> Fred,  
>  
> Based on Chillicothe's land use plan that was attached to your e-mail,  
> I concur that the area in the vicinity of Route 29 bypass crossing  
> and longitudinal encroachment along Senachwine Creek is rural.  
> Therefore our rural area criteria will apply to that project.  
>  
> Mike Diedrichsen, P.E.  
> Senior Water Resources Engineer  
> Illinois Department of Natural Resources  
> Office of Water Resources  
> One Natural Resources Way  
> Springfield, Illinois 62702-1271  
>  
>  
>



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

March 7, 2005

Putnam, Marshall, & Peoria Counties  
FAP 318, IL 29  
I-180 to Peoria  
Project: P-94-009-01

IDOT Sequence # 9816

## FEDERAL 106 PROJECT

Ms. Anne Haaker  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed is the additional information requested in your letter of December 23, 2004 concerning historic and architectural properties located along the route of proposed FAP 318 in Putnam, Marshall, and Peoria Counties. Five structures were evaluated in terms of the criteria for eligibility for the National Register of Historic Places. Four of these properties, a school building, 2 houses, and a farmstead, do not meet the criteria for listing on the National Register.

The fifth property, the Whiffle Tree Place, retains architectural integrity and is considered eligible under Criterion C. The boundary of this property is the main building foundation since it is the structure's architectural merit that makes it eligible. This house will not be impacted by the proposed construction of FAP 318 and will remain in private ownership. We ask your concurrence in our finding that the Whiffle Tree Place is the only historic property found along this right-of-way and that it is significant under Criterion C.

Very truly yours,

*John A. Walthall*  
John A. Walthall, PhD  
Cultural Resources Unit

**CONCUR**  
By: *Anne E. Haaker*  
Deputy State Historic Preservation Officer  
Date: 3/9/05



# Illinois Department of Transportation

## Memorandum

To: Michael L. Hine, Engineer of Design & Environment  
From: Joseph E. Crowe  
Subject: Hazardous Waste Waiver Request  
Date: August 19, 2005

**RECEIVED**  
AUG 24 2005

ENVIRONMENT  
SECTION

BUREAU OF PROGRAM DEVELOPMENT  
STUDIES & PLANS  
FAP Route 318 (IL 29)  
Location: IL Route 6 to Interstate 180  
Peoria, Marshall, Putnam & Bureau Counties  
Job Nos. P-94-009-01 & P-94-019-02

The district is requesting approval to waive waiting for the results of further hazardous waste investigations prior to design approval per BDE Manual, Chapter 27, Section 2.06, Paragraph 4.

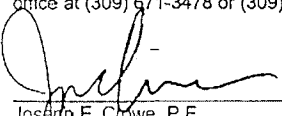
The locations where the district will have involvement with the sites specified within the three PESA's (ISGS 1331, 1331A, and 1331B) that were completed are either on existing alignment or within the single alternative that is proposed, which in various locations is off the existing alignment. The following is a list of those sites and the corresponding involvement for each site. The district will not acquire any of the property associated with these sites prior to the completion of the PSI and any other subsequent studies that may be required.

ISGS Number	Type of Site	Comment
ISGS Site #1331-A25	Railroad site (battery vault)	PESA stated no concern as long as no grading or excavation occurs at the site. This stipulation cannot be met. Excavation would be required for new bridge piers.
ISGS Site #1331-21	Railroad site (battery vault)	PESA stated no concern as long as no grading or excavation occurs at the site. This stipulation cannot be met. Excavation would be required to reconstruct the intersection of IL Route 29 and Ferry Street.

MEMO – Michael L. Hine, Engineer of Design & Environment  
 RE – Hazardous Waste Waiver Request (IL 29)  
 August 19, 2005  
 Page 2

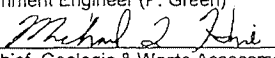
ISGS Number	Type of Site	Comment
ISGS Site #1331-G	Pipeline site	PESA stated no concern as long as construction excavation and utility relocation do not exceed the maximum testing depth at each site and do not exceed 3' (0.9m) within 50' (15m) of soil boring 801-6B. This stipulation cannot be met. The pipeline would need to be replaced as part of the railroad viaduct reconstruction.
Above-ground fuel tanks	Unknown	Two above-ground fuel tanks are located on the north side of Camp Grove Road adjacent to a roofing company's storage buildings. The buildings and the tanks will be acquired by the proposed project. The fuel tanks were not discussed in the PESA.
ISGS Site #1331-17	Commercial site	PESA stated no concern as long as no grading or excavation occurs at the site. This stipulation cannot be met. Excavation and grading would be required for new roadway paving and ditches.

If you have any questions, please contact Paula Green or Greg Larson of this office at (309) 671-3478 or (309) 671-3479.

  
 Joseph E. Crowe, P.E.  
 Deputy Director of Highways,  
 Region Three Engineer

GVL:tdpls:\mgr2\winword\std&plns\environment\memos\gv\0001\_hazardous waste waiver request.doc  
 Attachments

cc: Environment (G. Larson)  
 Environment Engineer (P. Green)

Concur:   
 Chief, Geologic & Waste Assessment Unit

Date: 8/25/05 Discuss: ☐ Yes ☐ No



## Illinois Department of Transportation

### Memorandum

To: File  
 By: Greg Larson  
 Subject: PESA Re-evaluation  
 Date: December 16, 2005

STUDIES & PLANS  
 FAP Route 318 (IL 29)  
 IL Route 6 to Interstate 180  
 Peoria, Marshall, Putnam & Bureau Counties  
 Job Nos. P-94-009-01 & P-94-019-02

The Illinois State Geological Survey conducted three PESAs for the subject project on May 17, 2002 (ISGS #1331), November 6, 2002 (ISGS #1331A), and August 20, 2004 (ISGS # 1331B). Standards issued by the American Society for Testing and Materials (ASTM) indicate that property audits for special waste/regulating substance contamination should only be considered valid for a period of six months. Per BDE Manual, Chapter 27, Section 2.07, the district has re-evaluated the project area.

It has been determined that it is not necessary to complete a supplement PESA for the project. This determination was based upon a review of the existing land use throughout the proposed corridor. In addition, the EPA Cerclis Hazardous Waste Site database and the IEPA Lust Site database were reviewed to determine the presence of any new sites within the project corridor. These searches did not uncover any new sites or significant land use changes within the project corridor; therefore, the PESAs dated May 17, 2002, November 6, 2002 and August 20, 2004 are revalidated effective December 16, 2005.





US Department  
of Transportation  
**Federal Highway  
Administration**

Illinois Division

3250 Executive Park Drive  
Springfield, Illinois 62703



January 3, 2006

HB-IL

we will proceed with the planned mitigation on the subject bridge without further comment from the ACHP.

If you have any questions, please call me at (217) 492-4618.

Sincerely yours,

/s/ Randy E. Strang

Randy E. Strang, P.E.  
Transportation Engineer

For: Norman R. Stoner, P.E.  
Division Administrator

Enclosure

cc: Mr. Michael Hine, Chief, IDOT Bureau of Design and Environment

Mr. Don L. Klima, Director  
Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
The Old Post Office Building  
1100 Pennsylvania Avenue, N.W., Suite 809  
Washington, D.C. 20004

Dear Mr. Klima:

Subject: Notification of Adverse Effect  
IL 29 Frontage Road  
Barrville Creek Bridge  
Structure # 062-0011  
Marshall County, Illinois

This letter is to notify you that the subject project is expected to have an adverse effect on the subject bridge, which is listed on the Illinois Historic Bridge Survey and has been determined eligible for listing in the National Register of Historic Places. We are enclosing a copy of the signed Memorandum of Agreement (MOA) for the subject bridge, along with the documentation specified in 36 CFR 800.11(f), for your information. This documentation was developed in consultation with the Illinois Historic Preservation Officer (SHPO) and other parties in fulfilling the requirements under Section 106 of the National Historic Preservation Act.

On October 28, 2005, the Advisory Council on Historic Preservation (ACHP) granted approval for the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) to operate under the Programmatic Agreement for the Rehabilitation and Replacement for Historic Bridges in Illinois, ratified by the FHWA and SHPO, with IDOT concurrence, in April 2004. Per this agreement, consultations with IDOT and SHPO led towards the development of the MOA stipulating measures to be taken to mitigate the negative impacts to the subject bridge.

The IDOT and the SHPO agreed on how adverse impacts to the subject bridge will be handled and we have concurred with this determination. In accordance with the 2004 Historic Bridge Agreement,



A-99

MEMORANDUM OF AGREEMENT  
STRUCTURE # 062-0011  
BARRVILLE CREEK BRIDGE  
IL 29 FRONTAGE ROAD  
MARSHALL COUNTY,  
ILLINOIS

WHEREAS, the Federal Highway Administration (FHWA), U.S. Department of Transportation, has determined that assisting the Illinois Department of Transportation (IDOT) in the replacement of Structure # 062-0011 (BRIDGE) carrying the IL 29 frontage road over Barrville Creek in Marshall County, Illinois, will have an adverse effect upon the BRIDGE, a property eligible for inclusion in the National Register of Historic Places (NRHP), and has consulted with the Illinois State Historic Preservation Officer (SHPO), pursuant to the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (17 U. S. C. 470f) and in accordance with the Programmatic Agreement (PA) for the Rehabilitation and Replacement of Historic Bridges ratified by the FHWA and the Illinois SHPO in April, 2004, and

WHEREAS, IDOT participated in consultation and has been invited to concur in this Memorandum of Agreement;

NOW, THEREFORE, IDOT, FHWA, and the Illinois SHPO agree that the undertaking shall be implemented in accordance with the following stipulations to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FHWA, in coordination with IDOT, shall ensure that the following measures are carried out:

1. The BRIDGE will be replaced with a new structure as developed in the plans prepared by IDOT.
2. As outlined in the stipulations of the 2004 PA, bridge types that have three or more examples recorded to HAER standards are exempt from further formal documentation. Since Structure 062-0011 is a type that has met these requirements (Type 124 - Concrete Thru Girder) it is exempt from HAER recordation
3. If appropriate, IDOT shall market the BRIDGE in accordance with the provisions of Section 123 (f)(4) of the Surface Transportation and Uniform Relocation Assistance Act of 1987.
4. Should the marketing not succeed in relocating the BRIDGE to a venue acceptable to the SHPO, IDOT shall seek an analogous bridge in Illinois as a substitute for the BRIDGE on the Illinois Historic Bridge Survey (HBS) and, should one be found, submit documentation concerning the proposed substitute for acceptance by the SHPO.

6. IDOT shall list the substitute bridge accepted by the Illinois SHPO in the HBS

Execution of this Memorandum of Agreement by FHWA and the Illinois SHPO, and the implementation of its terms, demonstrates that FHWA has taken into account the effects of the undertaking on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

By:  Date: 12/29/05

ILLINOIS STATE HISTORIC PRESERVATION OFFICER

By:  Date: 11-21-05

CONCUR:

ILLINOIS DEPARTMENT OF TRANSPORTATION

By:  Date: 11/18/05

Programmatic Section 4(f) Evaluation


Barrville Creek Bridge  
IL 29 Frontage Road  
Marshall County  
SN 062-0011

SECTION 4(f) APPROVAL

U.S. Department of Transportation  
Federal Highway Administration

The Federal Highway Administration (FHWA) has determined that this project meets all requirements for processing under the nationwide programmatic Section 4(f) evaluation for historic bridges approved on July 5, 1983. This determination is based on the attached documentation which has been independently evaluated by FHWA and determined to adequately and accurately discuss the Section 4(f) considerations of this project. Accordingly, FHWA gives Section 4(f) approval under the nationwide Section 4(f) Evaluation for the replacement of the structure carrying the IL 29 Frontage Road over Barrville Creek (SN 062-0011), which will use a bridge deemed eligible for listing on the National Register of Historic Places.

12/29/05  
Date

  
For Federal Highway Administration



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 11, 2006

Marshall County  
FAP 318, IL 29  
Western Avenue Exchange  
Henry  
Project: P-94-009-01  
IDOT Seq.# 9816

Richard Bazyn House

Ms. Anne Haaker  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
Springfield, Illinois 62701

Dear Ms. Haaker:

Attached is a plan sheet and photographs of the Richard and Eegeene Bazyn house and property. The house is a nineteenth century brick, two-story Federal style structure which sits well back from Western Avenue on the western edge of Henry. In order to construct the Western Avenue interchange for proposed IL29 the entrance to the current driveway leading to the house will be moved to the west side of the lot. The new entrance will join the existing drive way well away from the house. The  $\frac{1}{4}$  length of the existing drive way location nearest to the house will not be altered. No new right-of-way will be required as part of this entrance relocation. The Department will acquire a temporary easement from the property owner to complete the required work.

In accordance with the established procedure for coordination of proposed Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties, subject to protection under Section 106 of the National Historic Preservation Act of 1966 as amended, will be adversely affected by the proposed construction activities outlined in this letter.

Very truly yours,

*John A. Walthall*  
John A. Walthall, PhD  
Cultural Resources Unit

RECEIVED  
JAN 18 2006

ENVIRONMENT  
SECTION

IHPA REVIEW  
H/A \_\_\_\_\_  
AC \_\_\_\_\_  
AR \_\_\_\_\_  
File \_\_\_\_\_

RECEIVED  
JAN 12 2006  
001611206  
Preservation Services

CONCUR

By: *Anne E. Haaker*  
Deputy State Historic Preservation Officer

Date: 1/13/06